

B. F. TAYLOR,
Steward.

Lighters and Steam Launches
Supplied.

ILOILO, PHILIPPINE ISLANDS.

The Hongkong Telegraph.

ESTABLISHED 1881.

THE UNITED ASBESTOS
ORIENTAL AGENCY.

Sole Agents for the
UNITED ASBESTOS CO.,
LIMITED, LONDON.
DODWELL & CO., LIMITED,
General Managers.

THIRTY DOLLARS
PER ANNUM.

NEW SERIES No. 1851. 日六月四日七十二精光

WEDNESDAY, JUNE 12, 1901.

三拜禮 號二十一月六英港香

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP 18,000,000
CAPITAL UNCALLED 6,000,000
RESERVE FUND 8,310,000

Head Office—YOKOHAMA.

Branches and Agencies—
TOKIO KOBE
NAGASAKI LONDON
LYONS NEW YORK
SAN FRANCISCO HONOLULU
BOMBAY SHANGHAI
TIENTIN NEWCHWANG
LONDON BANKERS—
THE LONDON JOINT STOCK BANK, LTD.
TARRS' BANK, LTD.
THE UNION BANK OF LONDON, LTD.
HONGKONG BRANCH—INTEREST ALLOWED
On Current Account at the rate of 2 per cent
per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent
6 4
3 3
TARO HODSUMI, Manager.

Hongkong, 17th April, 1901. [11]
THE NATIONAL BANK OF CHINA,
LIMITED.

Authorised Capital £1,000,000
Paid up Capital £ 324,374

HEAD OFFICE—HONGKONG.
Board of Directors—
Chair Kit Shan, Esq. | C. Ewens, Esq.
Chow Tung Shang, Esq. | J. T. Lauts, Esq.
Chief Manager, GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed—5%
Hongkong, 20th December, 1899. [18]

HONGKONG AND SHANGHAI
BANKING CORPORATION.
PAID-UP CAPITAL \$10,000,000
RESERVE FUND—
Sterling Reserve \$10,000,000 \$13,000,000
Silver Reserve \$3,000,000 \$13,000,000
RESERVE LIABILITY OF PROFITORS \$10,000,000

COURT OF DIRECTORS:
R. SHEWAN, Esq., Chairman.
Hon. J. J. BELL-IRVING, Deputy Chairman.
D. M. Moses, Esq. | N. A. Siebs, Esq.
A. J. Raymond, Esq. | H. W. Shadie, Esq.
R. L. Richardson, Esq. | H. E. Tomkins, Esq.
H. Schubert, Esq. | Paul Witkowski, Esq.
CHIEF MANAGER—
Hongkong—Sir Thomas JACKSON,
MANAGER.

Shanghai—H. M. BEVIS, Esq.
LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent
per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per cent. per Annum.
For 6 months, 3½ per cent. per Annum.
For 12 months, 4 per cent. per Annum.
T. JACKSON,
Chief Manager.

Hongkong, 4th June, 1901. [19]
HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3½ per
cent. per annum.

Depositors may transfer at their option
Balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 3½ PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
T. JACKSON,
Chief Manager.

Hongkong, 4th October, 1900. [10]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE
OF THE 12TH NOVEMBER, 1896.

Shanghai Taels.
SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 4,300,000

Head Office—SHANGHAI.
Branches and Agencies—
CANTON PEKING
CHEFOO PENANG
CHINKIANG SINGAPORE
CHUNKING TIENSIN
HANKOW.

THE Bank purchases and receives for collection
Bills of Exchange drawn on the above
places, and Sells Drafts and Telegraphic
Transfers. Payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities;
Bills discounted.

INTEREST ALLOWED ON DEPOSITS:
3% per Annum Fixed Deposits for 3 months
4% 6
5% 12
E. W. RUTTER,
Manager.

Hongkong, 1st January, 1901. [14]

THE CHARTERED BANK OF INDIA,
AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £575,000

INTEREST ALLOWED on CURRENT
ACCOUNT at the Rate of 2 per cent. per
annum on the Daily Balance.

On Fixed Deposits for 12 months—4 per cent.

6 3½
7 2½
P. COCHRANE,
p. Manager.

Hongkong, 22nd May, 1901. [15]

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

\$5.50 per Cask of 375 lbs. Net ex Factory.

\$3.30 per Bag of 250 lbs.

SHEWAN, TOME & CO.,
General Managers.

Hongkong, 1st June, 1901. [19]

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

[10]

FOR STEAMERS CAPTAINS. TO SAIL REMARKS
MARSAILLES, Socotra T. H. Hide, R.N.R. About 15th June ... Freight only.
and LONDON SHANGHAI A. F. Street About 15th June ... Freight or Passage.
SHIJI & JAPAN SHANGHAI About 15th June ... Freight or Passage.
LONDON, &c. PARRAMATTA R. T. Cook, R.N.R. Noon, 22nd June ... Freight or Passage.
LONDON Japan C. C. Talbot, R.N.R. About 29th June ... Freight or Passage.
* (See Special Advertisement).

For Further Particulars, apply to

Hongkong, 12th June, 1901. [15]

H. A. RITCHIE, Superintendent.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANTE, BLACK SEA AND BALTIc PORTS;
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,
AND SOUTH AMERICAN PORTS;
Steamers will call at SOUTHAMPTON to land Passengers and Luggage.
N.E.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS. SAILING DATES.
HAMBURG, Hamburg-Amerika Linie THURSDAY, 13th June.
SACHSEN THURSDAY, 27th June.
KLAUTSCHOU, Hamburg-Amerika Linie THURSDAY, 11th July.
BAVERN THURSDAY, 25th July.
STUTTGART THURSDAY, 8th August.
KONIG ALBERT THURSDAY, 22nd August.
PRINZESS IRENE THURSDAY, 5th September.
PRINZ HEINRICH THURSDAY, 19th September.
PAAUSEN WEDNESDAY, 2nd October.
HAMBURG, Hamburg-Amerika Linie WEDNESDAY, 16th October.
SACHSEN WEDNESDAY, 30th October.
KLAUTSCHOU, Hamburg-Amerika Linie WEDNESDAY, 13th November.
BAVERN WEDNESDAY, 27th November.

ON THURSDAY, the 13th day of June, 1901, at NOON, the Steamship "HAMBURG" of the HAMBURG-AMERIKA LINIE, Captain P. Magin, with MAIIS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA. Shipping Orders will be granted till NOON, on TUESDAY, the 11th June. Cargo and Specie will be received on Board until 5 P.M., on WEDNESDAY, the 12th June, and Parcels will be received at the Agency's Office until NOON, on WEDNESDAY, the 12th June. Contents of Packages are required. No Parcel Receipt will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid Accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

Hongkong, 29th May, 1901. [22]

MELCHERS & CO.,
AGENTS.

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 15th November, 1900. [23]

HOTEL CRAIGIEBURN,
PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.
For Terms, &c., apply to the
MANAGER.

Hongkong, 2nd July, 1901. [16]

EL CAPITAN PILSENER BEER.

PER CASE OF 4 DOZ. QUARTS - - - - \$13

6 DOZ. PINTS - - - - \$13

SOLE AGENTS:

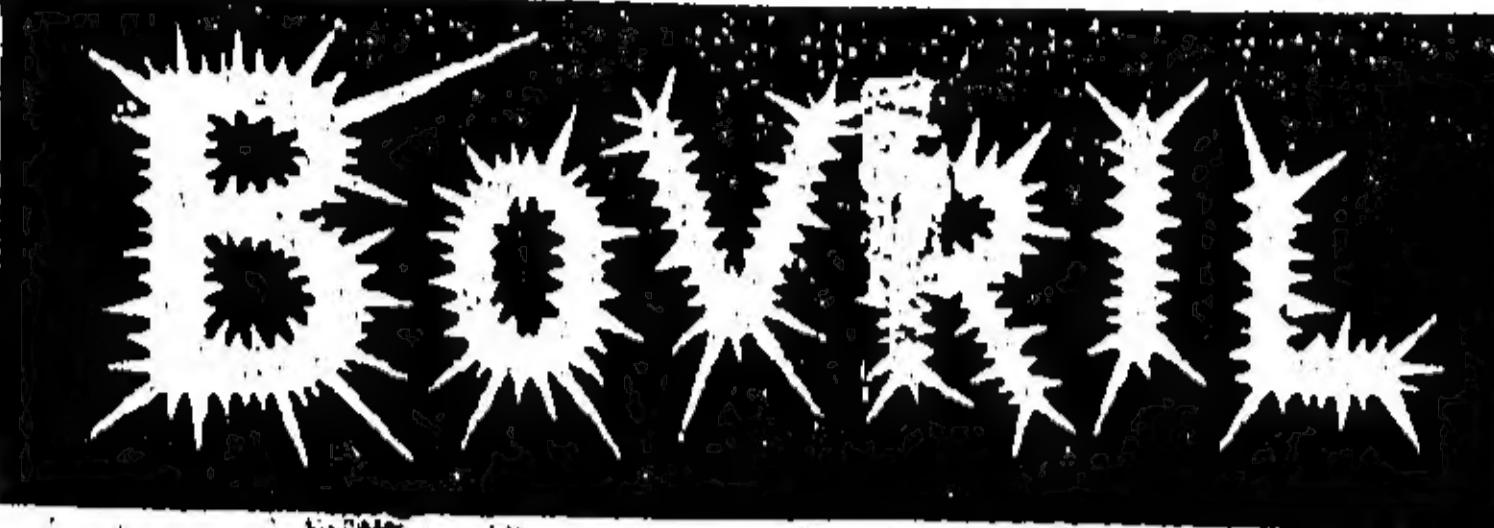
H. PRICE & Co.,

12, QUEEN'S ROAD.

[20]

Intimations.

Bovril Promotes Energy and takes away
that tired feeling which life in the East pro-
duces. Unrivalled for Athletes and persons
of either sex cultivating physical strength.
To be obtained at all Stores, Chemists and
Hotels throughout Hongkong, China and
Japan. [28c]



DOVRIL PROMOTES HEALTH, STRENGTH AND ENERGY.

UNITED ASBESTOS ORIENTAL
AGENCY, LIMITED.

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,
FOR THE
UNITED ASBESTOS CO., LTD., LONDON,

CONTRACTORS TO H.M. GOVERNMENT.

MANUFACTURERS OF THE
BEST Qualities of ASBESTOS GOODS and PACKINGS.

HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds.

"VICTOR" METALLIC BOILER JOINTS.

ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.

ESTIMATES given for every DESCRIPTION of WORK.

CHIEF SUPERINTENDENT THOMAS SKINNER.

SUPERINTENDENT ARCHIBALD RITCHIE.

DODWELL & CO., LIMITED, General Managers.

DODWELL & CO., LIMITED, General Managers.

SPARKLING DEVONSHIRE CHAMPAGNE CIDER.

BENTALL, LLOYD & CO.,
TOTNES.

Cool and invigorating, in fact, just the thing for
Summer.

SOLE AGENTS:
CALDBECK, MACGREGOR & CO.,
WINE AND SPIRIT MERCHANTS.

15, Queen's Road,
Hongkong, 10th June, 1901. [15]

JAPAN COALS.

THE MITSUI BUSSAN KAISHA (OR MITSUI & Co.)

HEAD OFFICE—43, SAKAMOTO-CHO, TOKYO.

LONDON OFFICE—34, LIME STREET, E.C.

HONGKONG OFFICE—6, ICE HOUSE STREET.

BRANCH OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Manila, Amoy, Shanghai, Hankow, Chafao, Tientsin, Newchwang, Fort Arthur, Seoul, Chomduo, Yokohama, Yokosuka, Nagoya, Kure, Shimoneseki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Miike, Hakodate, Taipeh, &c.

Telegraphic Address for all the Offices: "MITSU".

A.B.C. and A 1 Codes used.

CONTRACTORS OF COAL to the Imperial Japanese Navy, Arsenals, and Railway
Bureaux: Principal Railway Companies and Industrial Works; Home and Foreign Mail and
Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa and Yamano Coal Mines; and
SOLE AGENTS for Fukumo, Hokoku, Ichi-mura, Kanada, Kishima, Manoura, Onoura,
Otsuji, Sonoda, Tsubakuro, Yoshinotani, Yosho, Yunokubira and other Coal Mines.

[56c]

For Conditions of Sale, apply to

A. RUMJAH.

Hongkong, 30th May, 1901. [56c]

FOR SALE, CHEAP.

A COTTAGE PIANO by BORD. of PARIS.

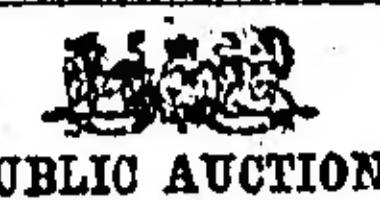
Three years old, in Excellent Condition.

For Price, &c., apply to

THE ROBINSON PIANO CO.

Hongkong, 27th May, 1901. [56c]

To-day's
Advertisements.



PUBLIC AUCTION.

THE Undersigned have received instructions from THE REGISTRAR, SUPREME COURT, to sell by PUBLIC AUCTION,

FRIDAY, the 14th June, at Noon, at their Sales Rooms, Ice House Street,

FOURTEEN NEW SINGER'S SEWING MACHINES.

ALSO: A quantity of AMERICAN FANCY LAMPS.

TERMS:—As Usual.

HUGHES & HOUGH, Government Auctioneers.

Hongkong, 12th June, 1901. [623c]

To-day's
Advertisements.

TO PARENTS AND GUARDIANS.

A N ENGLISH YOUTH WANTED as an APPRENTICE in the STORE.

Apply to

W. BREWER & CO., Queen's Road, Hongkong.

12th June, 1901. [620c]

TO LET.

FOR Three Months, from 20th JUNE, a FURNISHED HOUSE at Kowloon.

Apply to

"F.Z." Co This Office.

Hongkong, 12th June, 1901. [621c]

Intimations.

EYE-SIGHT.

Mr. N. LAZARUS, Occult-Optician, of London and Calcutta, may be consulted for SPECTACLES.

at 16, Queen's Road Central.

(R. HOUGHTON & CO.)

(Nearly opposite the HONGKONG HOTEL).

Business hours—9 A.M. to 5 P.M.

A GREAT proportion of cataracts and diseases affecting those advancing in life occur to those having some deficiency in the construction of the eyes—the many years of 'Eye Strain' ending in various forms of disease. Glasses specially adapted in youth to those requiring them save and preserve the sight.

Constantly recurring headaches, spells of dimness when reading, weak eyes, the letters running together; any of these symptoms indicate a deficiency in the form of the eye requiring Classes only to correct and cure.

Mr. LAZARUS supplies his SPECTACLES only after testing the sight.

ADVICE FREE.

[1453b]

FOR YOKOHAMA AND KOBE.

THE H.A.L. Steamship.

"SAMBIA."

Captain Schmidt, will be despatched for the above Port, TO-MORROW, the 13th instant, at Noon.

For Freight or Passage, apply to HAMBURG-AMERIKA LINIE, Hongkong, 12th June, 1901. [623c]

NAVIGAZIONE GENERALE ITALIANA, (Florio and Rubattino United Companies).

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connexion with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA,

ALSO VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALLAO.

Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.

THE Steamship.

"BORMIDA."

Captain D. Costa, will be despatched as above TO-MORROW, the 13th instant, at Noon.

At Victoria Dock, the Steamer is discharging in VICTORIA DOCK.

For further Particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents.

Hongkong, 12th June, 1901. [604c]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship.

"THALES."

Captain Robson, will be despatched for the above Port, on FRIDAY, the 14th instant, at 10 A.M.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers.

Hongkong, 12th June, 1901. [619c]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR HAIPHONG.

THE Company's Steamship.

"HAILOONG."

Captain Bathurst, will be despatched for the above Port, on FRIDAY, the 14th instant, at Noon.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers.

Hongkong, 12th June, 1901. [618c]

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR ANPING VIA SWATOW AND AMOY.

THE Company's Steamship.

"MAIDZURU MARU."

Captain K. Suzuki, will be despatched for the above Ports, on WEDNESDAY, the 26th instant.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 12th June, 1901. [626c]

FROM HAMBURG, PENANG AND SINGAPORE.

THE H.A.L. Steamship.

"SAMBIA."

Captain Schmidt, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 5 P.M., TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 10th instant, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 10th instant, at 3 P.M.

No fine Insurance has been effected.

HAMBURG-AMERIKA LINIE.

Hongkong Office.

gaps filled up with the mud which does for mortar in this Colony. In any other place than Hongkong this wall would be condemned by the Authorities and would be immediately pulled down. Why such Jerry-built affairs are allowed to be put up, we really don't know, for they must lead to Collapses and loss of life.

Where the old Stag Hotel is being demolished the wall of the house to the westward is exposed, and is a splendid example of the Jerry builder's art. It is a mere jumble of old odds and ends of brick put together anyhow, and on top of this it seems that a couple of new storeys have been built. We should like to know who gave permission for such a rash act. There are large cracks apparent here and there, and to us the whole affair looks as if the least push would bring it toppling down. When it does fall we hope that a few of those responsible may be beneath.

The Situation in the North.

Our Tientsin Correspondent, in the letter which we published yesterday, does not look at the present state of affairs with any great hopes of the troubles speedily being brought to a close. Our Correspondent is not a pessimist, but sees further than most folk, as is evidenced by the fact that it was he alone who drummed into the heads of the Authorities and the Public the approach of the Boxer rising, as a reference to back numbers of the paper will show.

Our Correspondent points out, and very truly too, that none of the real instigators of the rising against foreigners have been adequately punished. The Chinese have hoodwinked the whole of the European Powers and we are at the present time no further ahead than we were at the commencement of affairs last year. It is being freely stated, too, that the troops who are now leaving the north have been ordered to do so by the Chinese Government, and he must be very ignorant of Chinese affairs who cannot see that such a statement will be accepted far and wide throughout the Chinese Empire as the true explanation of the withdrawal of the Allies.

We have continually pointed out how no good could possibly accrue were any of the troops withdrawn before the return of the Court to Peking, and we have no hesitation in saying that this condition, viz., that the Court should return before terms were discussed, should have been insisted upon.

The suspension of the examinations as a punishment has fallen through too, and it is not too much to say that our European Diplomatists have given in all along the line and have been hopelessly defeated by the more cunning Chinese. It was a great mistake to discuss anything with China. That is not the way to deal with Orientals at all. The Powers should have decided upon their joint demands and presented them and then refused to abate one iota of them. They should have refused to negotiate through any persons appointed by the Court but should have insisted upon the return of the Empress Dowager and her unfortunate nephew to the Capital and should have carried on all negotiations direct with them. When, we wonder, will European Diplomatists see that China can only be brought to account by firmness? Directly one concession is made a thousand more are asked or taken, and so it will be to the end of the chapter, unless we adopt other methods of dealing with China.

As matters now stand it looks very much as though the conservative party amongst the northern Chinese were merely waiting for the withdrawal of the troops to commence operations once more. This time, we have little doubt, they will take steps to draw the Yangtze Provinces into the general conflagration, and if they succeed the Powers will have only themselves to blame. And so long as this state of anarchy continues there can be no hope for trade or anything else in China. Matters will go on for a year or two fairly quietly, perhaps; and then another outburst will occur which will probably throw the last into the shade from its fierceness and widespread influence.

THE BOMBAY GAZETTE says:—The s.s. Manila, (Captain R. L. Haddock, R.N.R.) bringing a second contingent of Boer prisoners from South Africa, for Ahmednagar, arrived in Bombay Harbour about midnight on the 21st ult. The vessel anchored off the Sasseyon Dock, where the prisoners were landed on Wednesday afternoon. They were brought aboard in barges and subsequently despatched in two trains to Ahmednagar. The strictest precautions were observed to prevent the recurrence of any incident like that connected with the arrival of the previous contingent, when one of the prisoners escaped. On that occasion permits were issued to privileged persons to enter the jetty shed at the Prince's Dock; but in spite of the precautions observed some people without passes got inside the barricades. On the present occasion the place of landing was changed, no permits were issued and instructions had been given that nobody except the military on duty would be allowed in the dockyard during the disembarkation and entraining of the prisoners. The Boers brought by the Manila number 490 and include four officers. The escort numbers twelve officers and 106 men.

THE REUTER'S TELEGRAMS.

THE TRANSVAAL.
ARMING OF SURRENDERED BURGHERS.

London, June 10th.

Surrendered burghers in the Middleburg district of the Transvaal have been armed by the British, and are willingly protecting stock grazing on the Cowlands.

THE ALLIES IN CHINA.

It is stated in "Berlin" that during the absence of Count von Waldersee from China, the Powers have agreed that the senior officers of the allied contingents shall resume command of their own troops.

LATER.
THE CHINESE INDEMNITY QUESTION.

America has formally apprised the Powers that she does not consent to a joint guarantee for the Chinese indemnity.

BRITISH SOUTH AFRICA.

A despatch from Lord Kitchener states that 2,640 Boers were killed, taken prisoners, and surrendered during May. Since the 1st instant, the figures total 472.

WEATHER REPORT.

The Observatory report says:—

On the 12th at 12.5 pm, the barometer has fallen considerably on the E. and S.E. coasts of China. Pressure is in defect generally, with a depression over the North of the Sea of Japan, and another area of low pressure lying over the S.E. coast of China and Formosa. Gradients slight for S.W. winds in S. China. Forecast: Moderate S.W. winds to 10 miles per hour.

Between Nos. 168 and 172 Queen's Road is a gap left by a house which has been pulled down. The wall thus exposed shows that it is just where the joists of the first floor run across, built of a lot of odds and

LOCAL AND GENERAL.

NOTICE.

We offer a prize of fifty dollars for the best sketch of a project for the capture of this island by a hostile force, Russian or French or both combined, not with a view to permanent occupation but with a view to the destruction of the Naval Yard, Arsenal and Barracks and the retirement of the hostile force to its ships, the actual position of affairs at the moment in Hongkong and the actual strength of our fleet, and its distribution being assumed, and war declared, or about to be declared.

This is a subject which should readily interest our readers, and we trust that we shall have a good batch of manuscripts to consider. Articles should not exceed two thousand words in length; they must be written on one side of the paper only and should reach this office before 5 p.m. on Saturday, 29th instant. All articles to be addressed to:

The Editor,
"Hongkong Telegraph,"
50, Queen's Road Central.

THERE are temporary vacancies in the Colonial Secretary's Office for a typewriting clerk, salary \$100 per month, and an office clerk, salary \$50 per month, *vide* advertisement appearing elsewhere.

We shall be obliged if any subscriber on receiving his paper late or irregularly will write on the Wrapper of the paper the Time of delivery, etc., and forward the Wrapper to the Manager, Hongkong Telegraph Co., Ltd., 50 Queen's Road Central. The wrapper will enable us to check the delivery coolies.

It may be noticed that we are publishing a gazette of interest to the shipping community generally, giving the names of officers on the Court to Peking, and we have no hesitation in saying that this condition, viz., that the Court should return before terms were discussed, should have been insisted upon.

The Rajah of Sarawak has issued the following notification to the inhabitants of his capital:

—Owners and occupiers of land in Kuching are requested to keep, as far as they are able to do so, the sensitive plant from growing and spreading. This pernicious weed, if allowed to grow destroys in time all good grass and pasture, as may be seen in adjacent places—Singapore for example. We have some waste pieces of land in Kowloon, where a sensitive plant of some species or other has destroyed the grass, such as it is.

We hear that the great exodus of Chinese which is taking place from the Colony is affecting many of the firms which employ Chinese labour.

It is the better paid men who can afford to go their villages to escape the plague, and these men are the most valuable ones to their employers and consequently the most missed.

It is a great pity that these people cannot be brought to see that they gain nothing by going from one plague-stricken spot to another.

The inhabitants of villages to which they flee had a grain of sense they would pack these very undesirable visitors back to Hongkong post haste, but then the Chinaman does not possess common sense regarding sanitation, and so the plague is spread far and wide.

THE BOMBAY GAZETTE says:—The s.s. Manila, (Captain R. L. Haddock, R.N.R.) bringing a second contingent of Boer prisoners from South Africa, for Ahmednagar, arrived in Bombay Harbour about midnight on the 21st ult. The vessel anchored off the Sasseyon Dock, where the prisoners were landed on Wednesday afternoon. They were brought aboard in barges and subsequently despatched in two trains to Ahmednagar. The strictest precautions were observed to prevent the recurrence of any incident like that connected with the arrival of the previous contingent, when one of the prisoners escaped.

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The Boers brought by the Manila number 490 and include four officers. The escort numbers twelve officers and 106 men.

THE AUSTRALIAN correspondent of the N. C. Daily News, writing from Melbourne on the 23rd of April says:—Messrs. A. H. Byron and A. R. Baird of Melbourne, claim to have discovered a new motive power. "Lighter than air, considerably more powerful than dynamite, exceedingly simple and nominal in cost"—these are some of the virtues which the new "element" (as it is termed by an enthusiastic admirer) is stated to possess. It has been named, "Byronite," after the principal of the firm, and communications are in progress with the British Admiralty concerning

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SHINANO MARU, J. E. COOK	MARSEILLES, LONDON & BARRROW, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID	FRIDAY, 14th June, at Daylight.
KAGOSHIMA MARU, K. KORI	MOJI, KOBE AND YOKOHAMA	TUESDAY, 18th June, at Noon.
SADO MARU, W. THOMPSON	KOBE AND YOKOHAMA	FRIDAY, 21st June, at Daylight.
YAWATA MARU, A. E. MOSS	NAGASAKI, KOBE AND YOKOHAMA	FRIDAY, 21st June, at Noon.
MIIKE MARU, M. YAGI	BOMBAY, VIA SINGAPORE and COLOMBO	FRIDAY, 21st June, at Noon.
HITACHI MARU, G. ANDERSON	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID	FRIDAY, 28th June, at Daylight.
ROSETTA MARU, N. TAN	SYDNEY AND MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	FRIDAY, 28th June, at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 4th June, 1901.

TOYO KISEN KAISHA. NORTHERN PACIFIC STEAMSHIP COMPANY.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

VIA

SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)

Tuesday, 30th July, at Noon.

Steamers. Tons. Captains. Proposed Sailings.

Duke of York 3,821 J. S. Cox June 28

Olympia 2,837 L. Truebridge July 16

Glenogle 3,750 W. Frakes July 26

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (First-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full first-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months will be allowed a reduction of ten per cent from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further Information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Mails.

U.S. MAIL LINES.

PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;

Via

The Overland Railways, and Atlantic and other Connecting Steamers.

Via Inland Sea of Japan and Honolulu.

PROPOSED SAILINGS FROM HONGKONG.

"PERU" TUESDAY, 18th June, at Noon.

"COPTIC" THURSDAY, 27th June, at Noon.

"CITY OF PEKING" SATURDAY, 13th July, at Noon.

"GAELIC" TUESDAY, 23rd July, at Noon.

"CHINA" TUESDAY, 6th August, at Noon.

"DORIC" THURSDAY, 15th August, at Noon.

I THE P.M. Company's Steamship "PERU" will be despatched for SAN FRANCISCO and SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 18th instant, at Noon, taking Freight for Japan, the United States, and Europe.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

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Particulars of the various routes can be had on application.

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Return Passage.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full first-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months will be allowed a reduction of ten per cent from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further Information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Mails.

U.S. MAIL LINES.

PROPOSED SAILINGS FROM HONGKONG.

EMPERESS OF INDIA ...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 26th June.

EMPERESS OF JAPAN...Comdr. H. Pybus, R.N.R...WEDNESDAY, 17th July.

EMPERESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 7th August.

THE magnificient Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, SAVING THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 5th June, 1901.

THE HAMBURG-AMERIKA LINIE, NORDDEUTSCHER LLOYD, OSTASIALEISCHER FRAUDTAMPER DIENST.

TAKING CARGO at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

NUERNBERG, ... HAVRE and HAMBURG. { 25th June. } Freight.

Mayer, ... (Calling at SINGAPORE) { 25th July. } Freight.

SAMBIA, ... HAVRE and HAMBURG. { 25th July. } Freight.

SATSUMA, ... (Calling at MANILA) { 25th July. } Freight.

For further Particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Building.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL
SHANGHAI	"WOOSUNG"	13th instant.
SHANGHAI	"WHAMPOA"	21st instant.
TIENTSIN	"NANCHANG"	On or about 30th instant.
MANILA	"TAIWAN"	On or about 14th July.
POR DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIWAN"	On or about 14th July.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 12th June, 1901. [sic]

OCEAN STEAMSHIP COMPANY.
OUTWARDS.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL	"GLAUCUS"	13th June.
"	"ALBINUS"	15th June.
"	"IXIO"	19th June.
"	"PELEUS"	23rd June.

HOMEWARDS.

FOR	STEAMERS.	TO SAIL
LONDON	"MACHAOH"	25th June.
"	"PROMETHEUS"	15th July.
LIVERPOOL (DIRECT)	"ALCINOUS"	23rd July.

(Taking Cargo at LONDON RATES.)

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 12th June, 1901. [12]

BUTTERFIELD & SWIRE,
Agents, O. S. S. Co. [12]

[12]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"DAIGI MARU"

Captain Weigall, will be despatched for the above Port, on SUNDAY, the 16th instant.</div

WESTERN ASSURANCE COMPANY, TORONTO AND LONDON.

INCORPORATED 1851.

Fiftieth Annual Report, for the year ending 31st December, 1900.

The Directors beg to submit herewith their Annual Report showing the result of the Company's transactions for the past year, together with a Statement of Assets and Liabilities at 31st December last.

The premium income, after deducting the amount paid for re-insurances, was £39,340, and the earnings from interest were £15,533. The total losses incurred during the year amounted to £42,866. These bear a ratio to the premiums received considerably higher than that shown in the general experience of the Company, though there have been exceptional years in the past when a much larger percentage of losses to income has been sustained. After providing for losses and for current expenses, the Revenue Account shows a profit balance of £2,331. This is probably as favourable an outcome as shareholders will be able to show a good margin of profit on the season's transactions.

Here I may remark upon a distinguishing feature of Marine business—especially such as ours—namely, the large proportion of the liability which, owing to the close of lake navigation, runs off, and the premiums on which are completely earned, before the 31st December in each year. It is incumbent upon every soundly managed company to reserve an amount to provide for running off—or reinsuring—the liabilities under its current policies. General experience has proved that in fire insurance business one-third of the annual premium income is an ample provision for this purpose. It will therefore be a satisfaction to you to know that, after deducting that portion of our marine business upon which no liability remains at the end of the year—which I may say represents more than one-fifth of our total income—the amount of our estimate to provide for this contingent liability upon risks outstanding on the 31st December is considerably in excess of the standard I have made.

In conclusion I would say that the Directors desire to express their appreciation of the services of the Officers and the Branch Managers and Agents of the Company throughout its extended field of operations, realising as we do that to many of them such a year as we have just passed through has been a particularly trying one. They also wish to place on record their obligation to the Earl of Aberdeen, Sir John Kennedy and Mr. James Stevenson, the members of the Advisory Board of our London Branch, for the valued advice and assistance they have rendered in advancing that Branch to its present satisfactory position.

The Vice-President seconded the adoption of the Report, which was carried unanimously. The election of Directors for the ensuing year was then proceeded with, resulting in the unanimous re-election of the following gentlemen, viz.—Hon. Geo. A. Cox, Hon. S. C. Wood, Messrs. Robert Beatty, G. R. Cockburn, Geo. McMurchie, H. N. Laird, W. R. Brock, J. K. Osborne and J. J. Kenny.

At a meeting of the Board of Directors, held subsequently, Hon. Geo. A. Cox was re-elected President, and Mr. J. J. Kenny Vice-President for the ensuing year.

periods of adversity in the history of our own Company as well as in most enterprises in which we have been individually engaged—largely influenced our Directors in deciding upon the increase in the paid-up capital referred to in the Report. This action, while strengthening the Company financially, removes what is regarded by many investors in this country as an objectionable feature—the unpaid liability upon shares—and the manner in which this has been responded to has confirmed the opinion we entertained as to the wisdom of this step.

The transactions in the Marine Branch during the past year call for something more than passing comment. There has been a very considerable increase in the volume of premiums, and the losses, I am pleased to say, have been moderate; so that there has been a fair profit in this department—which, as you may remember, showed for some years prior to 1899 unsatisfactory results. The growth in premiums came largely from the increased amount of inland business transacted. The losses on the Great Lakes were considerably below the average of several preceding years, and companies engaged in this branch of underwriting are able to show a good margin of profit on the season's transactions.

Here I may remark upon a distinguishing feature of Marine business—especially such as ours—namely, the large proportion of the liability which, owing to the close of lake navigation, runs off, and the premiums on which are completely earned, before the 31st December in each year. It is incumbent upon every soundly managed company to reserve an amount to provide for running off—or reinsuring—the liabilities under its current policies. General experience has proved that in fire insurance business one-third of the annual premium income is an ample provision for this purpose. It will therefore be a satisfaction to you to know that, after deducting that portion of our marine business upon which no liability remains at the end of the year—which I may say represents more than one-fifth of our total income—the amount of our estimate to provide for this contingent liability upon risks outstanding on the 31st December is considerably in excess of the standard I have made.

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At a meeting of the Board of Directors, held subsequently, Hon. Geo. A. Cox was re-elected President, and Mr. J. J. Kenny Vice-President for the ensuing year.

UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office—

Auger, Bishop V. A. Armitstead, Miss A. J. Atchison, Miss G. Allan, Mrs. W. J. Andrew, Miss Anderson, Mrs. Arnold, Miss Anderson, O. M. Ahern, J. Bryan, M. R. Bird, W. B. M. Burton, A. L. L. Bussing, W. T. Burham, Burroughs, Miss C. Byrd, A. C. Boyd, Mrs. J. Bowron, J. E. Bodeney, H. H. Biss, A. Burden, A. Bliss, Burke, Miss Bennett, E. F. Chapman, W. Mrs. Cartilige, J. Cowe, E. H. Calleson, Capt. V. Cowie, Mrs. Cooke, L. F. Graig, J. Chaves, L. L. Currington, J. C. Cuncin, Mrs. Croulie, Mrs. Costa, M. J. Carsson, A. Cruz, D. B. Cary, W. H. F. Comrie, J. Caffell, E. Dannenberg, Miss E. Darlington, H. Durbar, T. E. Davis, W. P. Davis, Miss A. Dean, F. Dobson, W. H. Donnel, Durma, Sayna, A. B. Elkins, C. B. Evans, W. A. Emery, P. E. E. Fobris, G. Freeman, Miss V. W. French, Mrs. Foot, Capt. F. Flint, O. M. Frost, E. P. Forest, Miss A. Goetz, F. Georgeon, J. Grunstein, B. Greenwood, T. L. C. Garratt, T. Griffin, C. Grandt, H. Harder, R. J. Haider, Mrs. H. Hooley, P. F. G. Haymer, T. C. Huby, G. Harrison, Mrs. P. Hallard, F. J. Heacock, A. H. Hay, Rev. N. E. Hark, G. Hall, S. B. Hendersen, W. H. Heaney, Mrs. Hawley, W. L. Hakata, C. Harding, H. G. Haslic, J. (M.A.) Harper, A. H. Harwood, T.

Hughes, E. H. Hastic, G. F. Hill Dept. C. H. Johnson, J. Jeffries, Rev. M. Jenkins, C. M. Juma, Mrs. Johnson, R. Johnson, Hon. H. C. B. Kelper, G. Karmant, S. Kirk, Dr. R. Kilton, W. Kuhn, F. Kirkman, G. W. Knapp, Jr. W. King, G. G. Kirsch, A. R. London, H. J. Laglaize L. Lohr, A. Larkin, A. Leon, C. de Li Pia Shang Lebrun, H.

List of Registered Covers in Poste Restante.

Ahmed, Iseen, I.P.C. 638 (2) Blank, Miss A., Arran- dale, Southport (1).

Returned.

Buta Singh

Bova and Co., Supt.

Brewery.

Burkett Ali, Khan, I.P.C. 856

Brimble, Capt. A.

Bortolo, B.

Boba Singh

Beval, Bonifacio

Chanda Singh, I.P.C. 583

Clarke, J.

Chao, H. Y.

Crane, E. H.

Collins, H. M.

Cruz, M. B.

Culot, J. T.

Delhi, N. M. Khan

Dean Singh, I.P.C. 547

Duff, A.

Delbanco, E.

Fox, F. (2)

Fusinalee (Bombay)

Gellici, Blaz

Fosuani, A.

Ferreira, F. X. P.

Fajris, G. (Singapore)

Friedman, R.

Freiman, R.

Fortequien, H.

Gabor Khan

Gewanal Singh, I.P.C. 807

Garcia, R.

Gulab Khan, I.P.C. 509

Gunda Singh

Gleick, M.

Gossaley, J.

Hind, J. (Manila), To

Constandio Hand, Vic. Eng. School

Hongkong.

Harwood, Thomas

Hasham Ali, I.P.C. 667

Hilton, St. John

Hazar Khan, I.P.C. 616

Hesa, Miss O.

Hodge, Ed. G., Port

land (Maine), Re-

turned.

Hukan Singh, I.P.C. 662

Hall, J. L.

Harrison, R.

Hart, Capt. F. (2)

Hoshi, S.

Haynes, J.

Herman Singh (Sin-

gapore)

Harris, W.

Jeewan Singh, I.P.C. 664

List of Registered Covers for Merchant Ships.

S.S. Astor.....G. Nasinovich.

Atlas.....M. Richardson.

H.M.S. Barfleur.....G. Groves.

S.S. Belgian King.....Abernethey.

China.....Mr. Cooper.

Hasting.....A. E. Tilston.

Deudal.....M. J. Garbutt.

Elite Norsach.....J. J. McCarthy.

Emma Lukyan.....Capt. Wallis.

Hallan.....R. Olsen.

Manuel Laguna.....E. Nielsen.

S.S. Muia.....J. P. Walker.

Monmouthshire.....Capt. J. Kennedy.

Monmouthshire.....W. Cropley.

Moffatt, Dr. A. T.

Monteiro, T.

Pillay, J. R.

Patterson, J. H.

Paisis, G.

Pintzowky

Paul, V.

Parkinson, Dr. T. W.

Pereira, Miss S.

Plummer, H. B.

Perrault, E.

Prince, Miss

Perky, S.

Page, Miss M.

Pastrano, D. J.

Palmer, B. W.

Painter Rev. T. W.

Pereira, D. S. G.

Rivington, C. F.

Rose, R.

Ramos, F.

Read, Miss M. B.

Rushy, C. B.

Roberts

Riegen, Capt. A.

Ryder, J.

Ruse, E. P.

Rynolds, R.

Rouss

Reuterford, Mrs. H. H.

Rutherford & Co.

Reid, J. G.

Roberts, H. C.

Robinson & Co. J.

Smith, R. A.

Stewart, Messrs. J. & G.

Siven, E.

Steel,

Shrewsbury, R. W.

Stevens, C.

Standley, L.

Sawada, Miss

Schun, S.

Siv, R. T. P.

Spieler, O.

Simpson, A. I.

Hallard, F. J.

Heacock, A.

Shideler, A. M.

Samborne, Dr. F. G.

Spiller, M.

Sanyer, N. M.

Sparrevohn, F. G. P.

Stewart, Miss

Tomylikin

Torre, T.

Talbot, T. W.

Takemoto, Miss H.

Teng, Miss

Tong, Miss

For Sale.

NOW READY.

THE SPECIAL DESCRIPTIVE

AND STATISTICAL EDITION

OF THE

HONGKONG TELEGRAPH.

THE HONGKONG TELEGRAPH, WEDNESDAY, JUNE 12, 1901.

The Share Market.

LATEST QUOTATIONS.

(June 12th).

Companies.	Paid up Capital.	Latest quotation.
Banks.		
Hongkong & Shanghai Banking Co., Ltd.	\$125	387 1/2% premium [buyers]
The Bank of China & Japan, Limited. (Preference).	£ 5	Nominal
The Bank of China & Japan, Limited. (Ordinary).	£ 4	£ 1
The Bank of China & Japan, Limited. (Deferred).	£ 1	£ 5 1/2 buyers
National Bank of China, Ltd.	£ 1	£ 15 sellers
Union Ins. Society of Canton, Ltd.	\$ 50	\$340 buyers
China Traders' Ass. Co., Ltd.	\$ 25	\$60 buyers
North China Ins. Co., Ltd.	£ 25	£ 180
Yangtze Ins. Assoc. Ltd.	\$ 60	\$125
Canton Ins. Office, Ltd.	\$ 50	\$180 sellers
Strait's R. Co., Ltd.	£ 20	£ 1
Fire Insurances.		
Hongkong Fire Ins. Co., Ltd.	\$ 50	\$355 sellers
China Fire Ins. Co., Ltd.	£ 10	£ 147 sales
China Mutual S. N. Co., Ltd.	\$ 50	\$52
Prudential, Steamship Co., Ltd.	£ 50	£ 355 buyers
Canada Trust Co., N. S. Co., Ltd.	£ 10	£ 12 buyers
Canada Trust Co., N. S. Co., Ltd.	£ 10	£ 12 buyers
China Mutual S. N. Co., Ltd.	£ 10	£ 12 buyers
Starrett's, Ltd.	£ 10	£ 12 1/2 buyers
"Shell" Transport & Trading Co., Ltd.	£ 10	£ 12 buyers
China, Ltd.	\$ 100	\$130 buyers
London Paper Refining Co., Ltd.	\$ 100	\$38 sellers
Mining.	\$ 9	37 sellers
Pearson Mining Co., Ltd.	\$ 1	\$1.20
Trade Shares.	\$ 1	\$1.20
Charterers.	\$ 1	\$1.20
Tonkine.	\$ 1	\$1.20
Queens' Ins. Ltd.	\$ 15	£ 120 cents sales
Legion, Trading and Trading Co., Ltd.	\$ 5	5 buyers
Raub Gold Mine.	£ 10	£ 12
Oliver's Freshfield Mine.	£ 5	£ 14
Oliver's Freshfield Mine, Ltd.	£ 5	£ 14
Hongkong Wharves and Godowns.	£ 50	£ 325 sales
Hongkong & Whampoon Dock Co., Ltd.	£ 50	£ 105
Hongkong and Kowloon Wharf & Co., Ltd.	£ 50	£ 105
Wanchai Warehouse & Storage Co., Ltd.	£ 37	£ 64
New Avenue Oil Co., Ltd.	£ 64	£ 221 buyers
China Petroleum & Manufacturing Co., Ltd.	£ 10	£ 95 sales
Hongkong, Investment Co., Ltd.	£ 100	£ 100 sales
Kowloon Land and Building Co., Ltd.	£ 30	£ 30 sales
West Point Building Co., Ltd.	£ 50	£ 55 sellers
Hongkong Hotel Co., Ltd.	£ 50	£ 58 sellers
Humphrey's, Ltd.	£ 10	£ 31 sellers
Flintlock Co., Ltd.	£ 100	Cotton Mills.
Hongkong Cotton Spinning & Dyeing Co., Ltd.	£ 100	£ 88
Two Cotton Spinning & W. Co., Ltd.	£ 100	£ 100
International Cotton Mfg. Co., Ltd.	£ 100	£ 100
Lao-kuang-kuo Cotton Spinning & Weaving Co., Ltd.	£ 100	£ 50 buyers
Soy Chie Cotton Spinning Co., Ltd.	£ 100	£ 100
Yuhlung Cotton Spinning Co., Ltd.	£ 100	£ 25 buyers
Cigar Companies.	£ 500	£ 1,500 sellers
Philippine Tobacco Trust Co., Ltd.	£ 50	£ 57 sales and [buyers]
Green Island Cement Co., Ltd.	£ 10	£ 19 sales
China-Borneo Co., Ltd.	£ 15	£ 38 sellers
A. S. Watson & Co., Ltd.	£ 10	£ 16 sellers
Watkins, Limited.	£ 10	£ 19
Hongkong Electric Co., Ltd.	£ 10	£ 124 buyers
Hongkong Electric Co., Ltd.	£ 5	£ 64 buyers
Hongkong and China Gas Co., Ltd.	£ 10	£ 135 buyers
Hongkong Ropemaking Co., Ltd.	£ 50	£ 165 buyers
Geo. Fenwick & Co., Ltd.	£ 25	£ 55 sellers
Hongkong Ice Co., Ltd.	£ 25	£ 175 buyers
Hongkong High Level Tramways Co., Ltd.	£ 100	£ 225 buyers
Dairy Farm Co., Ltd.	£ 6	£ 74 buyers
Hongkong and China Bakery Co., Ltd.	£ 50	£ 50 sales
Campbell's Mowre and Co., Ltd.	£ 10	£ 20
Bell's Asbestos Eastern Agency, Ltd.	£ 1	£ 10
United Asbestos Oriental Agency, Ltd.	£ 1	£ 112 sellers
Tebao Planting Co., Ltd.	£ 5	£ 33 sellers
Universal Trading Co., Ltd.	£ 20	£ 20 sales
H.K. Steam Water-boat Co., Ltd.	£ 5	£ 5
China Light & Power Co., Ltd.	£ 20	£ 20
Robinson Piano Co., Ltd.	£ 50	£ 50
Manila Investment Co., Ltd.	£ 50	£ 56 sales
BENJAMIN, KELLY & POTTS, Share Brokers.		
Telegraph Address—"Biplo."		
Telephone No. 148.		

VISITORS AT THE HONGKONG HOTEL.

Andrews, Mr. D. A.	Jordan, Mrs. J. N.	KIAUTSCHOU, German steamer, 6,721, P. Lüneburg, 10th June—Hamburg 6th June, and Singapore 7th June, Mails and General—Melchers & Co.
Andrews, Mrs.	Joseph, Mr. & Mrs. E. S. Angus, Mrs.	Katsch, Mr. E. A. LIGHTNING, British steamer, 2,122, J. G. Spence, 10th June—Calcutta via Penang and Singapore 7th June, General—Davidson, Matheson & Co.
Arnold, Mr. H.	Kaye, Sir John Lister Kiene, Mr. and Mrs. F. Bailey, Mr. W. S.	Kiene, Mr. A. BAILEY, 10th June—Manila 6th June, General—Davidson, Matheson & Co.
Auld, Mr. J. S.	King, Maj. H. S. R.E. M. D.	LOONGSANG, British steamer, 1,002, G. S. Weigall, 9th June—Manila 6th June, General—Jardine, Matheson & Co.
Bailey, Mr. W. S.	Loblain, Mr. R. P.	MACHEW, German steamer, 995, G. Wendig, 6th June—Bangkok 29th May, Teakwood and Rice—Melchers & Co.
Bell, Mr. and Mrs. O.	Long, Mr. & Mrs. D. M. Macdonald, Mr. D.	MEADE, American transport, 5,576, G. W. Wilson, 26th April—Manila 23rd April.
Black, Mr. and Mrs. R.	Macdonald, Mr. D.	MÜNCHEN, German steamer, 4,691, Krebs, 28th May—Caroline Islands 15th May, Ballast—Melchers & Co.
Brandreth, R. N., Lt.	Marlow, Mr.	PERU, American steamer, 3,228, A. F. Pillsbury, 10th June—San Francisco 11th May, and Shanghai 8th June, Mails and General—F. W. Nicholson, Tientsin.
Brown, R. E., Major	Meyer, Mr. H.	PIGMY, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Capt. J. F. E. Green, Singapore.
J. C.	Mudge, Mr. Geo.	PIQUE, twin screw, 2nd-class cruiser, 3,000 tons, 8 guns, 7,000 i.h.p., Capt. H. C. Reynolds, Shanghai.
Brown, Mr. J.	Muhler, Mr.	PIPER, 1st class gunboat, 453 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. C. V. Cowper, Shanghai.
Brown, Mr. and Mrs.	Parfitt, Mr. W.	POLE, 1st class gunboat, 87 tons, 1 gun, 700 h.p., 16 knots.
Brown, Mr. and child	Pascal, Mr. C.	POSSUM, 1st class gunboat, 400 tons, 4 guns, 800 h.p., Capt. Harry Knox, at Shanghai.
Burnie, Mr. C. M. G.	Perie, Mr.	STARLORD, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Busstow, Mr.	Price, Mr. H.	STRASBURG, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Cameron, Mr. D. H.	Reich, Mr. A. H.	SUNGARI, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.
Clark, Dr. & Mrs. F.	Rin, Mr. R. Moon	THE RUSSIAN TORPEDO FLOTILLA. (SEA GOING).
Colson, Mr. J. S.	Robinson, Mr. V.	BORG, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes 1,100 h.p., speed 21 knots.
Cunningham, M. P. A.	Robinson, Mr. C.	REDPOLE, 1st-class gunboat, 855 tons, 6 guns, 1,200 h.p., 22 knots.
Davis, Mrs. W. & child	Schouw, Mr. C.	ROSE, 1st class gunboat, 453 tons, 6 guns, 1,200 h.p., 22 knots.
Dennis, Mr. W.	Smith, Mr. and Mrs.	ROSE, 1st class gunboat, 453 tons, 6 guns, 1,200 h.p., 22 knots.
Discombe, Mr. P. C.	Stuart	ROSE, 1st class gunboat, 453 tons, 6 guns, 1,200 h.p., 22 knots.
Dorehill, R. A., Major	Stevens, Mr. R. G.	ROSE, 1st class gunboat, 453 tons, 6 guns, 1,200 h.p., 22 knots.
Dyson, Capt. P. S.	Stewart, Mr. E. H.	ROSE, 1st class gunboat, 453 tons, 6 guns, 1,200 h.p., 22 knots.
Fernald, Mr. and Mrs.	Taylor, Mr. D. G.	ROSE, 1st class gunboat, 453 tons, 6 guns, 1,200 h.p., 22 knots.
Ferrari, Mr. J.	Thomas, Mr. Geo.	ROSE, 1st class gunboat, 453 tons, 6 guns, 1,200 h.p., 22 knots.
Gibson, Mr. Kennedy	Tibbey, Mr. H. M.	ROSE, 1st class gunboat, 453 tons, 6 guns, 1,200 h.p., 22 knots.
Glover, Mr. C.	Valentine, Mr.	ROSE, 1st class gunboat, 453 tons, 6 guns, 1,200 h.p., 22 knots.
Grandberg, Mr. M.	Vaticestin, Mr. R.	ROSE, 1st class gunboat, 453 tons, 6 guns, 1,200 h.p., 22 knots.
Grans, Mr. John	Walker, Mr. G. H.	ROSE, 1st class gunboat, 453 tons, 6 guns, 1,200 h.p., 22 knots.
Griffin, Mr. A. E.	Watts, Mr. and Mrs.	ROSE, 1st class gunboat, 453 tons, 6 guns, 1,200 h.p., 22 knots.
Gubbay, Mr. R. A.	Frank W.	ROSE, 1st class gunboat, 453 tons, 6 guns, 1,200 h.p., 22 knots.
Hall, Capt. F.	Whiley, Mr. and Mrs.	ROSE, 1st class gunboat, 453 tons, 6 guns, 1,200 h.p., 22 knots.
Harold, Mr. W.	Wild, Lieut. and Mrs.	ROSE, 1st class gunboat, 453 tons, 6 guns, 1,200 h.p., 22 knots.
Herman, Mr.	Wagnall	ROSE, 1st class gunboat, 453 tons, 6 guns, 1,200 h.p., 22 knots.
Hess, Mr. J. L.	Williamson, Mr. and	ROSE, 1st class gunboat, 453 tons, 6 guns, 1,200 h.p., 22 knots.
Howard, Mr. Thos.	Woolen, Mr. J. J.	ROSE, 1st class gunboat, 453 tons, 6 guns, 1,200 h.p., 22 knots.
Huke, Mr. A. N.	Wright, Mr. and Mrs.	ROSE, 1st class gunboat, 453 tons, 6 guns, 1,200 h.p., 22 knots.
Innes, Capt.		ROSE, 1st class gunboat, 453 tons, 6 guns, 1,200 h.p., 22 knots.
Johansen, Mr. and Mrs.		ROSE, 1st class gunboat, 453 tons, 6 guns, 1,200 h.p., 22 knots.
Jordan, Mr. J. N., Jr.		ROSE, 1st class gunboat, 453 tons, 6 guns, 1,200 h.p., 22 knots.
VISITORS AND RESIDENTS AT THE PEAK HOTEL.		
Beatie, Mr. James	Lang, Dr. K.	ROSE, 1st class gunboat, 453 tons, 6 guns, 1,200 h.p., 22 knots.
Benjamin, Mr. S. S.	Lee, Mr. J. E.	ROSE, 1st class gunboat, 453 tons, 6 guns, 1,200 h.p., 22 knots.
Bonner, Mr. J. W. C.	Mackie, Mr. C. Gordon	ROSE, 1st class gunboat, 453 tons, 6 guns, 1,200 h.p., 22 knots.
Bryne, Mr. H. E.	Manico, Mr. and Mrs.	ROSE, 1st class gunboat, 453 tons, 6 guns, 1,200 h.p., 22 knots.
Brown, Colonel F.	Martin, Mr. R.	ROSE, 1st class gunboat, 453 tons, 6 guns, 1,200 h.p., 22 knots.
Brusse, Mr. G.	Miller, Mr. and Mrs.	ROSE, 1st class gunboat, 453 tons, 6 guns, 1,200 h.p., 22 knots.
Cameron, Mr. Allan	Newill, Mr. Stuart G.	ROSE, 1st class gunboat, 453 tons, 6 guns, 1,200 h.p., 22 knots.
Carrington, Sir John	O'Gorman, Col.	ROSE, 1st class gunboat, 453 tons, 6 guns, 1,200 h.p., 22 knots.
Carrington, Miss.	O'Hagan, Madam	ROSE, 1st class gunboat, 453 tons, 6 guns, 1,200 h.p., 22 knots.
Collard, Col. A. W.	Oppenheim, Mr. J.	ROSE, 1st class gunboat, 453 tons, 6 guns, 1,200 h.p., 22 knots.
Crookenden, Col.	Pitt, Mr. John, R.	ROSE, 1st class gunboat, 453 tons, 6 guns, 1,200 h.p., 22 knots.
Dann, Mr. G. H.	Pollack, Mr. H. E.	ROSE, 1st class gunboat, 453 tons, 6 guns, 1,200 h.p., 22 knots.
Drion, Mr. F.	Prynn, Capt. R. A. M.	ROSE, 1st class gunboat, 453 tons, 6 guns, 1,200 h.p., 22 knots.
Ellam, Mr. A. S.	Quinstoff, Mr. M.	ROSE, 1st class gunboat, 453 tons, 6 guns, 1,200 h.p., 22 knots.
Frobisher, Mr. J. S.	Rouse, Mr. A. B.	ROSE, 1st class gunboat, 453 tons, 6 guns, 1,200 h.p., 22 knots.
Gaskin, Mr. J. W.	Rublee, Mr. W. A. (U. S. Consul)	ROSE, 1st class gunboat, 453 tons, 6 guns, 1,200 h.p., 22 knots.
Gibson, Mr. G. M.	Shelton, Mr. Edward	ROSE, 1st class gunboat, 453 tons, 6 guns, 1,200 h.p., 22 knots.
Glock, Mr. A. G.	Shenton, Mr. Edward	ROSE, 1st class gunboat, 453 tons, 6 guns, 1,200 h.p., 22 knots.
Harrison, Mr. G. F.	Stevens, Mr. G.	ROSE, 1st class gunboat, 453 tons, 6 guns, 1,200 h.p., 22 knots.</td